Federal Railroad Administration

49 CFR Part 232
Brake System Safety Standards for Freight Job Aids
Class B trade tests (or Expanded that means may be performed by a Qualified Financial Manager (QFM))

- Class C, D, E, and Transfers. Trade tests may be performed in a Qualified Points (QP) or QFM

**Type of Trade Test**

<table>
<thead>
<tr>
<th>Type of Trade Test</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class B trade tests</td>
<td>As described in the section on trade tests.</td>
</tr>
<tr>
<td>Expanded trade tests</td>
<td>As described in the section on trade tests.</td>
</tr>
</tbody>
</table>

**Notes:**

- For an additional fee, some Trade Tests may be performed by a Qualified Financial Manager (QFM) and may be combined with the Class B counseling session. This provides an additional fee is charged for a QFM to review the materials and provide feedback. The fee is $150 and includes a comprehensive review of the trade test materials. This fee is non-refundable.

**Additional Information:**

- Trade tests are administered at the conclusion of the counseling session.
- Trade tests are mandatory for all Class B and C trade license holders.
- Trade tests are timed and must be completed within 30 minutes.
<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Brake pipe leakage shall not exceed 5 psi per minute or air flow shall not exceed 60 cubic feet per minute (CFM).</td>
</tr>
<tr>
<td>1.2</td>
<td>Leakage test as follows:</td>
</tr>
<tr>
<td></td>
<td>Charge the air brake system to the pressure at which the test will be performed. Then charge the system to the pressure at which the test will be performed, but not less than 70 psi, in an indicated vacuum gauge or at end-of-train device as the master of train.</td>
</tr>
<tr>
<td></td>
<td>Uncharge the system to apply brakes for test. Make a 20 psig brake pipe service reduction.</td>
</tr>
<tr>
<td></td>
<td>With the brakes applied and the pressure maintaining feature not in effect (as equipped), wait 45-60 seconds, then note that brake pipe leakage as indicated by the brake pipe gauge in the locomotive, does not exceed 5 psi per minute.</td>
</tr>
<tr>
<td>2</td>
<td>Air flow method (requires 3L or equivalent) as follows:</td>
</tr>
<tr>
<td></td>
<td>Charge the air brake system to the pressure at which the test will be performed, and the pressure at the one end of the train shall be within 15 psi of the pressure at which the test will be performed, but not less than 95 psi, as indicated by an accurate gauge or end-of-train device at the one end of train.</td>
</tr>
<tr>
<td></td>
<td>Measure air flow as indicated by a calibrated AEM indicator, which shall not exceed the brake test per minute (CFM).</td>
</tr>
<tr>
<td>3</td>
<td>The importance shall take a position on each side of each car during the inspection process so that it be able to examine and observe the functioning of all moving parts of the brake system on each car in order to make the determinations and inspections required by this section. A &quot;safety&quot; inspection of the brake test shall not constitute an inspection of the side of the train for purposes of this requirement.</td>
</tr>
<tr>
<td>4</td>
<td>The brake system shall be charged to the pressure at which the test will be performed, but the pressure at the one end of the train shall be within 15 psi of the pressure at which the test will be performed, but not less than 95 psi, as indicated by an accurate gauge or end-of-train device at the one end of train.</td>
</tr>
<tr>
<td></td>
<td>Measure air flow as indicated by a calibrated AEM indicator, which shall not exceed the brake test per minute (CFM).</td>
</tr>
<tr>
<td>5</td>
<td>The brakes of each car on each side shall be applied to a test of 20 psi brake pipe service reduction and shall remain applied for a release of the air brake controls. As indicated by the exceeding low-er or sound hardness.</td>
</tr>
<tr>
<td></td>
<td>The brakes shall not be released until the proper signal is given.</td>
</tr>
<tr>
<td></td>
<td>The brake pipe shall be applied to a test of 20 psi brake pipe service reduction and shall remain applied for a release of the air brake controls. As indicated by the exceeding low-er or sound hardness.</td>
</tr>
<tr>
<td>6</td>
<td>The brakes shall be applied to a test of 20 psi brake pipe service reduction and shall remain applied for a release of the air brake controls. As indicated by the exceeding low-er or sound hardness.</td>
</tr>
<tr>
<td>7</td>
<td>In case of failure with 9&quot; or 18&quot; diameter brake cylinder, pressurized test shall be within 7 to 9 pounds. If pressurized test is found to be less than 7 inches or more than 9 inches, it shall be adjusted to 7 inches.</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td>8</td>
<td>Brake rigging shall be properly secured and shall not bind or fail or otherwise adversely affect the operation of the brake system.</td>
</tr>
<tr>
<td>9</td>
<td>All parts of the brake equipment shall be properly secured. Secure the brake rods on each car to prevent their accidental removal. Secure end safety supports are not required.</td>
</tr>
<tr>
<td>Task</td>
<td>Tool</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>14</td>
<td>X</td>
</tr>
<tr>
<td>15</td>
<td>X</td>
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<tr>
<td>16</td>
<td>X</td>
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<tr>
<td>17</td>
<td>X</td>
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<tr>
<td>18</td>
<td>X</td>
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<tr>
<td>19</td>
<td>X</td>
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<tr>
<td>20</td>
<td>X</td>
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<td>21</td>
<td>X</td>
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<td>22</td>
<td>X</td>
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<tr>
<td>23</td>
<td>X</td>
</tr>
<tr>
<td>24</td>
<td>X</td>
</tr>
<tr>
<td>25</td>
<td>X</td>
</tr>
</tbody>
</table>

**Tasks required for each tool not an identified below**

- All tasks relating to Class I brake tests on Extended Brake tests must be performed by a Qualified Mechanical Inspector (QMI).
- Brake tests relating to Class I, II, III and Transfer brake tests may be performed by a Qualified Person (QP) or QMI.
<table>
<thead>
<tr>
<th>Brake Cylinder</th>
<th>Piston Travel at Initial Terminal</th>
<th>Nominal Adjustment</th>
<th>Max. FT Other than Initial Terminal</th>
</tr>
</thead>
<tbody>
<tr>
<td>10&quot; x 12&quot; Cylinder (Standard)</td>
<td>7&quot; - 9&quot;</td>
<td>7 1/4&quot;</td>
<td>10 1/2&quot;</td>
</tr>
<tr>
<td>Abney (B)</td>
<td>5 1/2&quot; (Max. 4 1/4&quot;)</td>
<td>5 1/2&quot; (Max. 4 3/4&quot;)</td>
<td>5 1/2&quot; (Max. 4 7/8&quot;)</td>
</tr>
<tr>
<td>Bolted 7/8&quot; - 7/2&quot; Cylinder</td>
<td>5 1/2&quot;</td>
<td>5 1/2&quot;</td>
<td>5 1/2&quot;</td>
</tr>
</tbody>
</table>

| 1 1/4" x 18" Cylinder (Standard) | 5" - 7" | 5 1/2" | 8 1/2" |

<p>| 7 1/8&quot; x 51&quot; Cylinder (RC) | 5&quot; - 6&quot; | 5 1/2&quot; | 7 1/2&quot; |</p>
<table>
<thead>
<tr>
<th>Brand</th>
<th>Notes Travel of Initial Terminal</th>
<th>Nominal Adjustment</th>
<th>Max. PT Other than Initial Terminal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Closco, Ercotol</td>
<td>2½&quot; - 3½&quot;</td>
<td>2½&quot;</td>
<td>4&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2½&quot; - 4½&quot;</td>
<td>3½&quot;</td>
<td>4½&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2½&quot;</td>
<td>None</td>
<td>2½&quot;</td>
</tr>
<tr>
<td>Trans II</td>
<td>1½&quot; - 3&quot;</td>
<td>1½&quot;</td>
<td>3½&quot;</td>
</tr>
<tr>
<td>Wabtec-Navipac</td>
<td>¾&quot; - 3&quot;</td>
<td>1½&quot;</td>
<td>4&quot;</td>
</tr>
<tr>
<td>Wabtec II</td>
<td>1¼&quot; - 3&quot;</td>
<td>2½&quot;</td>
<td>3½&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7½&quot; - 10&quot;</td>
<td>8&quot;</td>
<td>10¼&quot;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1½&quot; - 3&quot;</td>
<td>2&quot;</td>
<td>3½&quot;</td>
</tr>
</tbody>
</table>
Freight Equipment
Single Car Test & Other Periodic Maintenance (September 2002)

Single car air brake tests shall be performed by a qualified person in accordance with either Section 3.8, "Test-Standard Freight Brake Equipment," and Section 4.0, "Special Tests," of the Association of American Railroads Standard S-488-61, "Code of Air Brake System Tests for Freight Equipment," or (as a basis of railroads) in accordance with the AAR Manual of Standards and Recommended Practices, Section E (January 1, 2001), or by a modified procedure approved by FRA pursuant to 232.17, or a modified procedure prescribed in accordance with the provisions specified in 232.307.

A railroad shall perform a single car air brake test on a car when:
- Its brakes are cut out or inoperative when removed from a track or when placed on a shop or repair track.
- Its brakes are cut out or inoperative when placed on a shop or repair track for any reason and has not received a single car air brake test within the previous 12-month period.
- It is found with missing or inoperative single car air brake test information.

One or more of the following conventional air brake equipment items is removed, repaired, or replaced on a car:
- Brake reseller.
- Control valve mounting gasket.
- Pipe bracket.
- Service piston.
- Emergency piston.
- Pipe bracket.

A car is found with one or more of the following wheel defects:
- Built-up tread, unless known to be caused by hard brake test applied.
- Slat flat wheel, unless known to be caused by hard brake test applied.
- Unflanged wheel.
- Internal cracks.

The car is new or rebuilt, prior to placing it in revenue service.

Four to the eighth anniversary date from when the car was built or rebuilt, and no less than five years thereafter, except when the car is on shop or repair track as indicated above.

A car on a shop or repair track shall:
- Be treated to determine that the air brakes apply and remain applied until a release is initiated.
- Have its piston travel adjusted to the removed length of travel of piston travel is found to be below or beyond piston travel limit required at initial terminal, (see chart "Piston Travel Requirements").

Before a car is released from a shop or repair track, a qualified person shall ensure:
- The brake pipe is securely clamped.
- Airglets cowl are properly located and secure to allow clearance and properly positioned to allow maximum air flow.
- Valves, resonators, and cylinders are tight on supports and the supports are securely attached to the car.
- Hand brakes are tested, tagged, and operate as intended.
- Brake indicants, on cars so equipped, are accurate and operate as intended.

Note: If the single car air brake test not required by 232.307 cannot be conducted at the point where repairs can be made to the car, the car may be moved after the repairs are made to the next forward location where the test can be performed. It is the responsibility of the operator to perform the required test and to make all necessary repairs.
Freight & Passenger Equipment

Two-Way EOT Exemption Matrix (September 2002)

All trains, except operations that fall under the descriptions identified below are required to be equipped with Two-Way EOT. Each device shall meet design and performance requirements as stipulated over 232.405.

Note: Each two-way-end-of-train device purchased by any person prior to July 1, 1997 shall be deemed to meet the design and performance requirements contained in 232.405.

### Freight/Passenger Trains

- Trains with a locomotive or locomotive caboose located at the rear of the train that is capable of making an emergency brake application, through a command efficiently by aye or by a crew member in radio contact with the controlling locomotive.

- Trains operating in the push mode with the ability to effectuate an emergency brake application from the rear of the train.

- Trains with an emergency caboose placed at the rear of the train, carrying one or more crew members in radio contact with the controlling locomotive, that is equipped with emergency brake valves.

- Trains operating with a secondary, fully independent braking system capable of safely stopping the train in the event of failure of the primary system.

- Trains that do not operate on heavy grade and do not exceed 30 mph.

- Local trains, as defined below, that do not operate on heavy grades.

- Work trains, as defined below, that do not operate on heavy grades.

- Trains that operate exclusively on track that is not part of the general railroad system.

- Trains that must be divided into two sections in order to forward a group, e.g., doubling a train. This exception applies only to the extent necessary to increase the grade and only while the train is divided in was for each purpose.

### Passenger Trains

- Passenger trains in which all of the cars in the train are equipped with an emergency brake valve readily accessible to a crew member.

- Passenger trains that have a car at the rear of the train, readily accessible to one or more crew members in radio contact with the engineer, that is equipped with an emergency brake valve readily accessible to a crew member.

### Freight/Passenger Trains

- Trains operating with a storage tank car, a tank car, or a tank car with a minimum of two tanks equipped with an emergency brake valve readily accessible to a crew member.

- Trains operating within a distance of two continuous miles, a member of the crew shall occupy the car that contains the most readily accessible emergency brake valve on the train and be in constant radio communication with the locomotive engineer. The crew member shall remain in this car until the train has completed the journey on the heavy grade.

### Heavy Grade trains

- Trains operating with a storage tank car or a tank car, a tank car with a minimum of two tanks equipped with an emergency brake valve readily accessible to a crew member.

- Trains operating within a distance of two continuous miles, a member of the crew shall occupy the car that contains the most readily accessible emergency brake valve on the train and be in constant radio communication with the locomotive engineer. The crew member shall remain in this car until the train has completed the journey on the heavy grade.

- Trains operating with a storage tank car or a tank car, a tank car with a minimum of two tanks equipped with an emergency brake valve readily accessible to a crew member.

- Trains operating within a distance of two continuous miles, a member of the crew shall occupy the car that contains the most readily accessible emergency brake valve on the train and be in constant radio communication with the locomotive engineer. The crew member shall remain in this car until the train has completed the journey on the heavy grade.
Freight & Passenger Equipment

Two-Way EOT & Ex Route Failures Requiring Alternative Measures (September 2005)

- Ex route failure means the engine is unable to initiate an emergency brake application from the rear of the train due to certain types of communication failure in one or more conductors.
- Loss of communication means a period greater than 15 milliseconds and 30 seconds.

Train speed reduced to 30 MPH until ability to initiate emergency application from rear is restored.

Alternative measures for freight trains include:

- Use of an occupied helper locomotive at the rear of the train, and
- The helper locomotive engineer shall maintain two-way voice radio communication with the engineer on the head end of the train; this contact shall be verified prior to passing the crest of the grade.
- If loss of communication occurs prior to passing the crest of the grade, the helper locomotive engineer and the head-end engineer shall not immediately stop the train, and voice communication is resumed, in accordance with the railroad's operating rules.
- If there is a loss of communication once the descent has begun, the helper locomotive engineer and the head-end engineer shall act to stop the train, in accordance with the railroad's operating rules, if the train has reached a predetermined point above the grade that indicates the need for emergency braking.
- The brake pipe of the helper locomotive shall be connected and cut into the train line, and opened to ensure operation.
- Use of an occupied caboose at the end of the train with two-way voice radio capability of initiating an emergency brake application from the caboose. This alternative may be used only if the train service employer in the caboose and the engineer on the head end of the train establish and maintain two-way voice radio communication and report appropriately to the loss of communication in the time manner as prescribed for helper locomotive.
- Use of a dual-centered locomotive at the head of the train, under continuous control of the engineer at the head end by means of the brake pipe, and only if such dual-centered locomotive is capable of initiating an emergency application on command from the lead (controlling) locomotive.
- If within 30 minutes of train device failure on any route on which the train is running, a two-way radio device is activated on the train, the engineer shall report to the first available branch in accordance with the railroad's operating rules, stating the train may continue in operation if the railroad provides one of the alternative measures described above.

Alternative measures for passenger trains include:

- A locomotive at the train crew shall be immediately positioned in the car which contains the operator ready-assemble emergency brake valve on the train, and shall be equipped with a portable two-way radio that communicates with the locomotive engineer, and
- The locomotive engineer shall periodically make running tests of the train's air brakes until the failure is corrected, and
- Each end caboose shall be corrected at the next location where the necessary repair can be conducted or at the next location where a required brake test is to be performed, whichever is reached first.
The necessary parts, provided in accordance with the conditions of this certificate, are as follows:

1. **Front End:***
   - 1.1. Front bumper, including support brackets and reinforcements.
   - 1.2. Front grille, including support brackets and reinforcements.

2. **Side:***
   - 2.1. Door panels, including support brackets and reinforcements.
   - 2.2. Side skirts, including support brackets and reinforcements.

3. **Rear:***
   - 3.1. Rear bumper, including support brackets and reinforcements.
   - 3.2. Rear wheel arches, including support brackets and reinforcements.

4. **Interior:***
   - 4.1. Instrument panel, including support brackets and reinforcements.
   - 4.2. Dash board, including support brackets and reinforcements.

5. **Exterior:***
   - 5.1. Exterior body panels, including support brackets and reinforcements.
   - 5.2. Exterior lighting components, including support brackets and reinforcements.

6. **Engine:***
   - 6.1. Engine block, including support brackets and reinforcements.
   - 6.2. Engine cooling system components, including support brackets and reinforcements.

7. **Transmission:***
   - 7.1. Transmission case, including support brackets and reinforcements.
   - 7.2. Transmission mountings, including support brackets and reinforcements.

8. **Suspension:***
   - 8.1. Suspension components, including support brackets and reinforcements.
   - 8.2. Axle supports, including support brackets and reinforcements.

9. **Brakes:***
   - 9.1. Brake calipers, including support brackets and reinforcements.
   - 9.2. Brake lines, including support brackets and reinforcements.

10. **Wheels:***
    - 10.1. Wheel rims, including support brackets and reinforcements.
    - 10.2. Tires, including support brackets and reinforcements.

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   - 1.1. Front bumper, including support brackets and reinforcements.
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    - 10.1. Wheel rims, including support brackets and reinforcements.
    - 10.2. Tires, including support brackets and reinforcements.
### Movement of Defective Equipment for Repair/Tests

**Part I of II**

<table>
<thead>
<tr>
<th>Location</th>
<th>Execution Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-50</td>
<td>11-60</td>
</tr>
</tbody>
</table>

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**Freight Car or Locomotive with Power Brake Defect:**
- If a defect is found, the freight car or locomotive must be held at the location where the defect was found and the appropriate procedures followed as outlined in Part II of this document.
- If repairs are not possible on site, the freight car or locomotive must be moved to a location where repairs can be performed.

**Freight Cars with Safety Appliances or Power Brake Defects:**
- If a defect is found, the freight car must be held at the location where the defect was found and the appropriate procedures followed as outlined in Part II of this document.
- If repairs are not possible on site, the freight car must be moved to a location where repairs can be performed.

**Freight Cars with Interchange with Brittle Fracture:**
- If a defect is found, the freight car must be held at the location where the defect was found and the appropriate procedures followed as outlined in Part II of this document.
- If repairs are not possible on site, the freight car must be moved to a location where repairs can be performed.

**High-Voltage Accidents:**
- If a defect is found, the freight car must be held at the location where the defect was found and the appropriate procedures followed as outlined in Part II of this document.

**Interchange with Brittle Fracture:**
- If a defect is found, the freight car must be held at the location where the defect was found and the appropriate procedures followed as outlined in Part II of this document.
- If repairs are not possible on site, the freight car must be moved to a location where repairs can be performed.

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**River and Marine Accidents:**

- If a defect is found, the freight car must be held at the location where the defect was found and the appropriate procedures followed as outlined in Part II of this document.
- If repairs are not possible on site, the freight car must be moved to a location where repairs can be performed.

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**Movement may be subject to additional conditions/limitations in Special Notice for Repair.**

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**These noting discriminations about whether or not a location is considered defective based on proper procedures and inspection methods by the inspectors ensures the safety of the location for the future use.**

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**The movement of defective equipment for repair/ tests may be subject to additional conditions/limitations in Special Notice for Repair.**
<table>
<thead>
<tr>
<th>Locomotive Sanitary Compartment Exemption Matrix</th>
<th>Type of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Except as provided in this matrix, all lead locomotives in use shall be equipped with a sanitation compartment with all of the following:</td>
<td>Class I, II, III, or IV Railroads</td>
</tr>
<tr>
<td>• Adequately ventilated.</td>
<td>X</td>
</tr>
<tr>
<td>• Sanitary facilities must be in place by October 5, 2003.</td>
<td>X</td>
</tr>
<tr>
<td>• A toilet facility, as defined in 229.5, unless the railroad otherwise provides the toilet facilities to employees upon reporting for duty or occupying the cab for duty, where the locomotive is equipped with a sanitary facility that is located outside of the sanitation compartment.</td>
<td></td>
</tr>
<tr>
<td>• Toilet paper is sufficient quantity to meet employees needs, unless the railroad otherwise provides toilet paper to employees upon reporting for duty or occupying the cab for duty.</td>
<td>X</td>
</tr>
<tr>
<td>• A sink (or sink(s)) unless the railroad otherwise provides portable hand washers to employees upon reporting for duty or occupying the cab for duty.</td>
<td></td>
</tr>
</tbody>
</table>

Railroad employees must have ready access to railroad provided sanitation facilities outside of the locomotive in the event that the train meets the standards, (FRA).

Railroad employees must have ready access to railroad provided sanitation facilities outside of the locomotive that meet otherwise applicable sanitary standards (OSHA).

Railroad employees must have ready access to railroad provided sanitation facilities elsewhere on the train that meet the standards.

Whether the sanitation facility is a passenger car or cab elsewhere in the train or in a station along the train’s route, the sanitation facility must be railroad provided/owned, meet all the requirements of the rule and accessible to cab employees at frequent intervals during the work shift.

Restaurants or other public establishments must not be relied upon to meet the intent of this rule; the railroad must provide the sanitation facility.

Locomotives can operate without a sanitation compartment, if the railroad provides alternate sanitation facilities along the right of way or at the corrs, that meet otherwise applicable sanitary standards, and are accessible to cab employees at frequent intervals during the work shift.

If railroad can not provide alternate sanitation facilities the locomotive must be equipped with a sanitation compartment that meets the standards.

Restaurants or other public establishments with no business connection to the railroad should not be relied upon to meet the intent of this rule.

If it is not possible to establish railroad-owned sanitation facilities along right-of-way, the railroad must make arrangements with customers or other businesses along the route for the specific purpose of generating access to adequate sanitation facilities 24-hours a day seven days week, depending on railroad operations and schedule.

The railroad must notify employees of the locations of the alternate sanitation facilities.

If the employer can not establish alternate sanitation facilities along the right-of-way, the employer must provide immediate accommodations to the employees who requests use of sanitation facilities.

The sanitation facilities must be located elsewhere on the train and meet the requirements of the rule.

Note: "Immediate accommodations" means the employee could be required to start the process of providing access to sanitation facilities to the requesting employee (e.g., transporting the employee by vehicle or other conveyance to a toilet), and is used to clarify the term "ready access."
Use of Locomotive With a Defective Sanitary/Compartment Facility

(As of 2003)

<table>
<thead>
<tr>
<th>Locomotive Service</th>
<th>Lead</th>
<th>Training</th>
<th>Switching or Transfer</th>
</tr>
</thead>
<tbody>
<tr>
<td>$228.9 does not apply to §§ 229.137 &amp; 229.139</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• A locomotive with a defective sanitary compartment does not necessarily render the locomotive defective.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The locomotive may continue in service provided all applicable conditions elsewhere in this matrix or §§ 229.157(a) through (f), are met.</td>
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<tr>
<td>• Conditions vary depending on the type of service the locomotive will be used for (e.g., lead, trailing, switching and transfer).</td>
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</table>

Note: The conditions for use contained in this matrix do not apply if the locomotive develops a defective sanitation compartment system. These conditions only apply when the locomotive receives a daily inspection.

When a daily inspection is made, and the sanitary compartment or toilet facility is defective, unsanitary or both, the railroad may use the locomotive provided all applicable conditions listed below are met:

- There are no other locomotives available for use or it is not possible to switch the locomotive in the consist with a compliant locomotive.
- The locomotive while non-compliant, did not continue in the lead position beyond a location where repaired could have been made, or where the locomotive can be repaired with a compliant locomotive, or the next daily inspection, whichever occurs first.
- All employees shall be required to occupy the compartment compartment or washing facilities or toilet facilities prior to occupancy.
- If the toilet facility is defective and employees are required to occupy the area, the railroad shall clearly mark the toilet facility as unsuitable for use.
- If the toilet facility is defective, but unsanitary:
  - The toilet facility shall be clearly marked by the railroad toilet facility, available for use.
  - After expiration of 30 days, the locomotive toilet facility must either be repaired or used in the trailing position.

Deficient Ventilation or Defective Door Closure:

- Repair the defective door prior to departure.
- Move the locomotive to the trailing position in the consist.
- Place the locomotive in switching or similar service.

Defective Sanitary Level:

- Repair the door, if deselected and inspected the locomotive's nose 72 hour inspection.

Sanitation Servicing Requirements:

- The lead locomotive can in use shall be sanitized with all compartments within the compartment compartment functioning as intended.
- Wash shall be present in sufficient quantity to permit flushing.
- Toilet systems that use chemicals for the treatment of waste shall be present and there shall be no blockage that prevents waste from evacuating the bowl.
- All accepted training, inspections, and transfers locomotives can shall be sanitized.